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Design & Access Statement

for Conversion of Barn to Dwellings at

Moorgreen Farm
Burnetts Lane
West End
Southampton
SO30 2HH

Client: Mr Marcus Brown

Date of report: April 2014

Prepared by: BPS Design Consultants Ltd
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1.0 Introduction

1.1 This Design & Access Statement has been prepared at the request of Mr Marcus Brown in support of an application to convert an existing barn at Moorgreen Farm into three dwellings. The statement is intended to show that the scheme has undergone a path of design development to arrive at a set of proposals that are both suitable for the location and compliant with the Local Authority and National planning policies.

1.2 This document should be read in conjunction with the accompanying scheme drawings and other details that are or may become part of this application.

1.3 In January 2014 a pre-planning application for the proposals was submitted to Eastleigh Borough Council. Subsequent to this application, a meeting was held on site with the Council planning officer to review the scheme, where a number of modifications were considered.

During the design process, the salient points from these pre-application discussions have been incorporated into this submission.

2.0 Site Description

2.1 Moorgreen Farm lies on the outskirts of West End Village. Access to the farm is off Burnetts Lane via a private track which traverses the farm. Part of the farm complex is currently run as an equestrian centre, which is enjoyed by those who stable their horses there. The site is relatively flat and is in an isolated position with only distant neighbours.

2.2 It is understood that the premises ceased to be run as a commercial farm sometime in the 1980's. The large barn was principally used as a cow shed for milking, and the coach house for general farm use.

2.3 The main farm house is Grade II Listed and is maintained to a high standard. The rear elevation of the house backs onto a courtyard formed by stables and the large barn/attached coach house. Beyond the courtyard there are separate stable blocks which form another courtyard. The front elevation looks out over a lawn garden area which runs out into grazing fields.

2.4 The barn and attached coach house are not listed, and as can be see from the pictures in the following pages both of these buildings are in a poor state of repair. The barn consists predominantly of brickwork walls with oak timber kingpost trusses under slate tiles. The attached coach house is also brick, with an oak/timber first floor and trussed roof under slate tiles.

2.5 To the rear of the barns are paddocks which in turn slope down onto woodland. The coach house backs onto a strip of ground which is used to access the paddocks at the rear of the site.

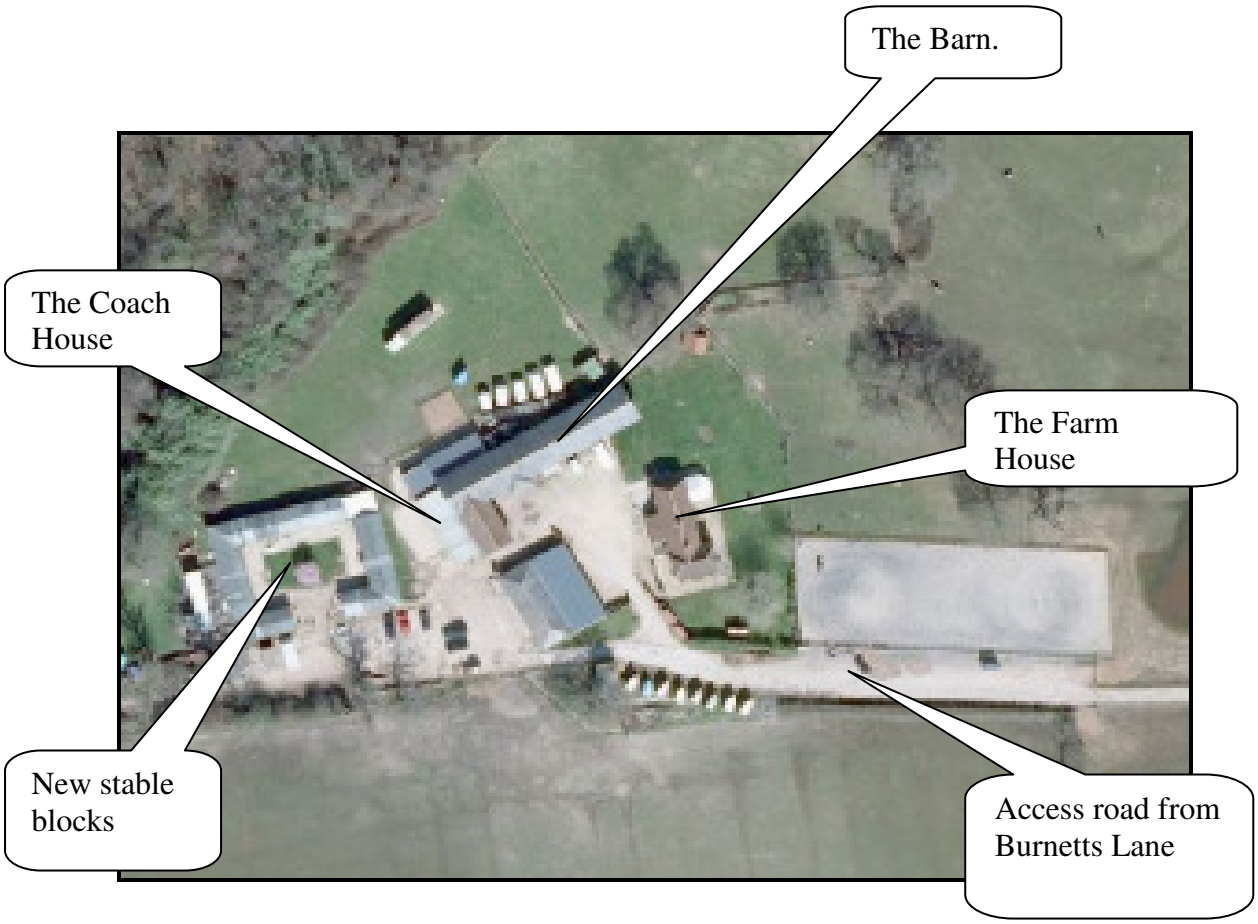
2.6 Whilst the buildings are currently considered to be structurally sound, it is evident they do require attention to ensure their long term survival. As they are currently little under-used however, it is likely that they will further deteriorate and become fully derelict over time.

2.7 There are a number of lean to structures attached to the barn and coach house. None of these are in a particularly good state of repair and would be demolished as part of the works.

2.8 Lying just over a mile south of the centre of Hedge End, Moorgreen Farm is well located for access. The M27 motorway is both within easy reach of the site, and train stations are situated at Hedge End and Bursledon, again within easy reach of the farm.

2.9 Amenities and schooling are widely available in the local area, though some degree of private/public transport would be required to access many of these. The recreational facility of Manor Farm Country Park is nearby.

2.10 The following is a site plan of the farm showing the relation of the main buildings and access road from Burnetts Lane:



3.0 Photographs

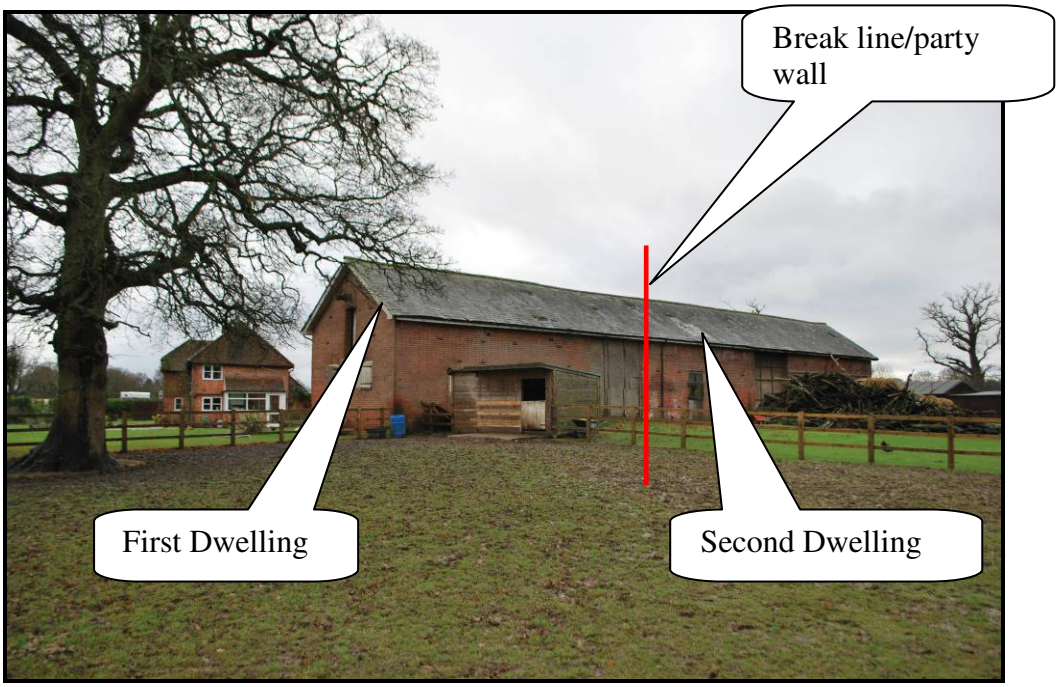
The following pages comprise photographs which illustrate the site and its immediate surroundings.



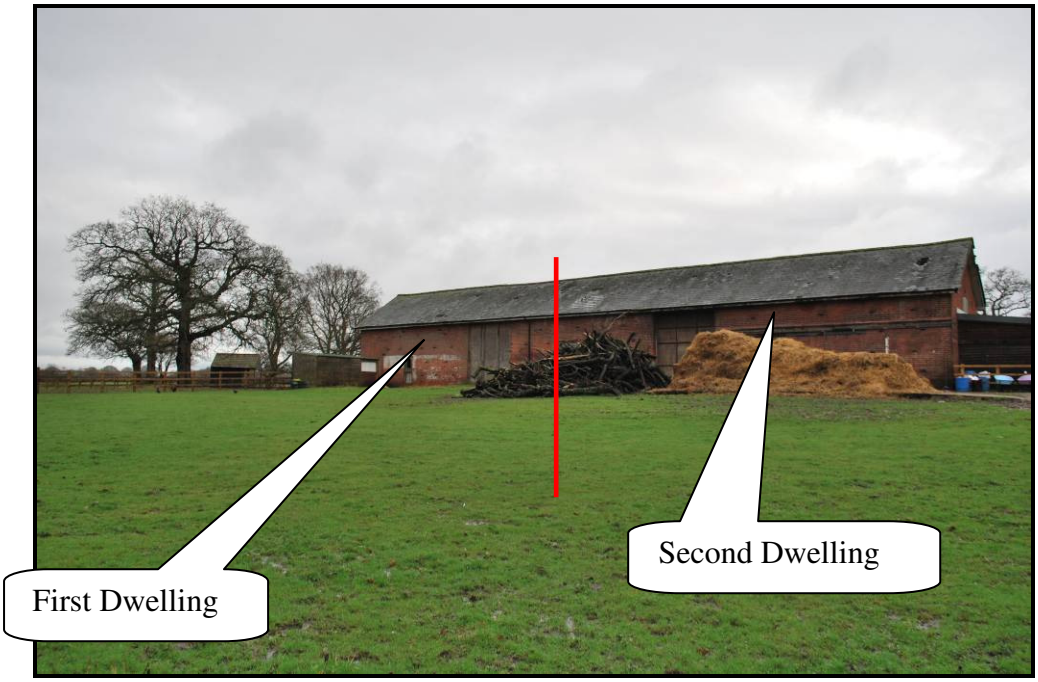
Front Elevation looking towards Courtyard



View Across Rear Paddock



Rear Elevation of Barn



Rear Elevation of Barn



Rear Elevation



Rear Elevation Showing General Condition



View of Roof Showing General Condition



View of Coach House



Barn Door Feature



Rear Elevation of Coach House



Courtyard View on Front Elevation of Coach House



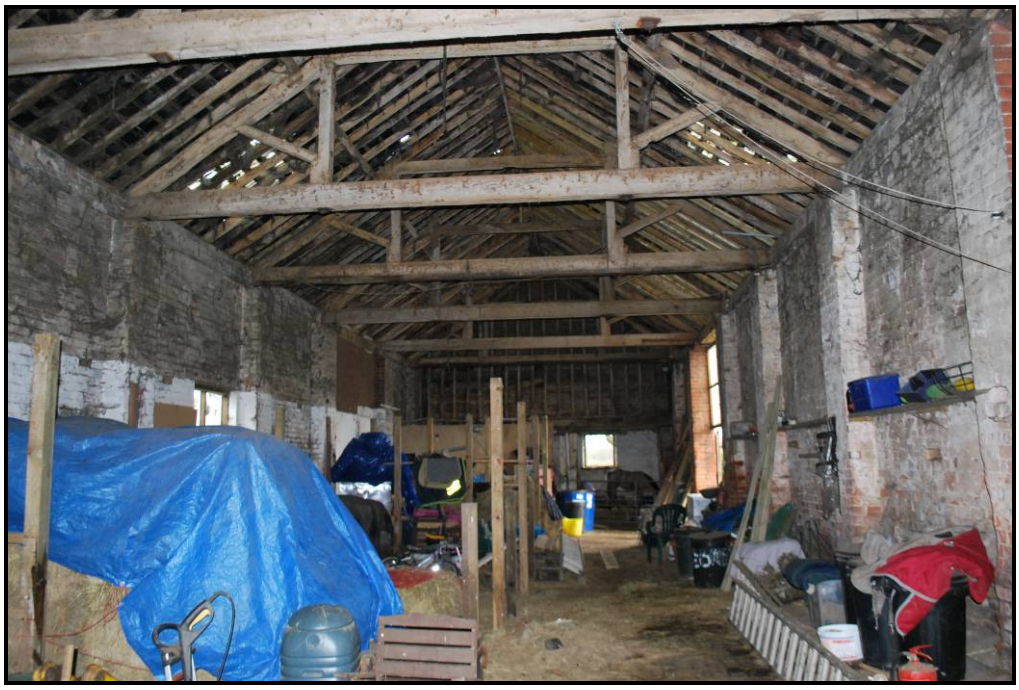
Courtyard View on Front Elevation of Barn



Courtyard View on Front Elevation of Barn



View Inside Barn



View Inside Barn



View Inside Barn

4.0 Planning History

4.1 There have been a number of planning applications over the years relating to the site however none of these have involved the conversion of the building into dwellings.

4.2 In 2011 a pre-planning enquiry was made to Eastleigh Borough Council requesting advice for converting the barn to accommodation. The response to this was positive indicating that an appropriately designed scheme may receive Council backing, however a full application was not made at that time.

4.3 In November 2013 the scheme was revisited and a further pre-planning application was made. The response to this application concluded that whilst there were a number of Planning Policies restricting development in rural areas, there is scope to progress an application of this nature. A meeting was held on site in March 2014 to discuss outline proposals, this was attended by both a planning officer and conservation officer from Eastleigh Borough Council.

5.0 Relevant Planning Policies

5.1 As previously stated, the site lies in the “countryside” in what may be considered an isolated location, and proposals relating to developments in such locations do attract their own particular set of planning restrictions. New national guidance set out in the “National Planning Policy Framework” however does promote sustainable developments, and this includes those developments which propose the re-use of buildings which have become redundant. This is particularly the case where the buildings are deemed to be a heritage asset.

5.2 Following the pre-application enquiry submitted in November 2013, Eastleigh Borough Council confirmed that any proposals would be

assessed by policies contained both in the Council's emerging 'Revised Draft Local Plan 2011-2026' and by those policies from the 'Eastleigh Borough Local Plan review 2001-2011 which have been saved.

5.3 The Development Management Policies (DM**) contained in the Revised Draft Local Plan 2011-2026 that have been identified as having particular reference to these proposals are as follows:

5.3.1 **Policy DM1 – "**General Criteria for New Development", which requires (as relevant) that all development should:

i) not have an unacceptable impact on, and where possible should enhance:
   a. Residential amenities
   b. The character and appearance of urban areas, the countryside and the coast.
   c. Biodiversity
   d. Heritage Assets

ii) make efficient use of the site and have regard to and not impede potential development opportunities on adjoining land.

iii) take full and proper account of the context of the site including the character, appearance and land used of the locality or neighbourhood, and be compatible with adjoining uses and well integrated with these in terms of mass, scale, materials, layout, density, design and siting both in itself and in relation to adjoining buildings, spaces and views.

iv) not involve the loss of or damage to trees, woodlands, hedgerows, ponds or other landscape features of value to the character of the area for appearance, biodiversity or for urban cooling unless they can be replaced with features of equivalent or enhanced value.

v) include a landscape scheme covering the design and layout of external space.

vi) for a new development, achieve a net increase in green infrastructure in or around the site.

vii) provide satisfactory management arrangements for all landscape and green infrastructure.

viii) incorporate provision for disabled people.

ix) incorporate design measures to inhibit criminal and anti-social behaviour.

x) incorporate provision for on-site waste management.

Preliminary discussions with the Authorities planning officers have highlighted criteria ii) and iii) above as having particular relevant to this development taking account of the context of the site, and having regard to potential development opportunities on adjoining lane.

5.3.2 **Policy DM5** – "Sustainable Surface Water Management and Watercourse Management". Requires that all developments will not lead to a net increase in the amount of surface water run-off from the site.

5.3.3 **Policy DM10** – "Heritage Assets". Policy DM10 applies to those developments which are within, or within the setting of, heritage assets, and sets out to preserve the character and quality of these assets. Subject to meeting specified criteria, planning permission for development may be granted.

5.3.4 **Policy DM17** – **"**Change of Use of Buildings in the Countryside". Policy DM17 relates to change of use of buildings in the countryside, applying to those buildings that are of a good quality and a re-usable resource. Planning permission may be granted for conversion to habitable accommodation provided the set criteria are met.

5.3.5 **Policy DM24** – "Parking". New development will be required to provide off-highway parking in accordance with the Council's residential parking standards SPD, which sets out the minimum requirements.

5.4 Those retained policies from the Local Plan Review (2001-2011) that have been identified as having relevance to these proposals are as follows:

5.4.1 **Policy 16.CO** – Proposals for the residential use of existing buildings in the countryside will not be permitted unless they meet the following criteria in addition to those in Policy 15.CO;

- a residential use is preferable because it ensures the protection of the amenities of nearby housing housing and/or the rural environment and generates less traffic.
- a residential use is the most appropriate means of protecting and retaining the character of a building of architectural or historical interest or its setting: and
- new domestic features such as garages, sheds and amenity areas are sited as close together and inconspicuously as possible, preferably enclosed within an existing group of buildings or a walled yard.

5.4.2 **Policy 18.CO** – Development which fails to respect, or has an adverse impact on the intrinsic character of the landscape will be refused.

5.4.3 **Policy 59.BE** - Development proposals which are in accordance with the other policies in this plan will be permitted provided they meet the required criteria (though differing from Policy DM01 above, the requirements of these two policies are in many respects of the same objective).

5.4.4 **Policy 174.LB** – The alteration or extension of a listed building or any development within the curtilage of a listed building including display of an advertisement will not be permitted if it

would result in a detrimental impact on the building or its setting.

6.0 Development Proposals

6.1 The proposals for this application are to convert the existing barn and coach house into three separate dwellings. Two dwellings will be formed within the larger barn area (on the East side of the building) with the third dwelling comprising the coach house and a smaller part of the barn on the West side. As can be seen from the accompanying drawings, the proposals aim to retain the original appearance and features of the building, though some alterations to meet the new usage will obviously be required.

6.2 The footprint of the new dwellings will largely remain as existing, the only proposed increase in floor area is associated with the roof feature on the front elevation. The footprint of this projection area will be enclosed with infill glazing/walling to form an entrance gallery. At present there is a single roof projection (on the front elevation) however it is proposed to create an additional feature on the front, and mirror these features on the rear elevation to form a galleried conservatory effect.

6.3 New fenestrations will be kept to a minimum, and where necessary will match with the existing. In those few instances where it will be necessary to block in windows, infill panels will be recessed to maintain the original overall effect of the building. This detailing has been discussed with the Conservation Officer and accepted in principle. Where required, roof lights will be of the conservation style.

6.4 Each dwelling will be given a generous area of amenity space, generally self contained to the rear of the site, and this will be in excess of 60% of the proposed floor areas of the dwellings. It is further proposed that the dwelling formed in the coach house will have a secluded walled garden to the side of the building. This walled garden is being introduced improve the transition between the new dwellings and that part of the site that will remain as riding stables.

6.5 Landscaping proposals will greatly improve the visual amenity of the site, which at present is poor in some areas.

6.6 The object is to provide high quality dwellings which are sympathetic and in keeping with the character of the area and do not detract from the adjacent heritage asset, namely the farmhouse.

6.7 It is proposed that garaging/covered parking will be provided by replacement of the existing sheds used for parking cars, and that two spaces will be provided for each dwelling. In addition to the foregoing, additional residents and visitors parking to meet current Council standards will be provided around the front courtyard area.

7.0 Appraisal

7.1 The barn and coach house are currently in a poor state of repair. Cessation of the traditional farming activities at Moorgreen Farm in the early 1980's has resulted in the building not having been used for its intended purpose since then, though some temporary stabling usage has been made.

7.2 The lack of gainful use of the building has resulted in there being limited funds available for proper maintenance to be carried out and it is unlikely that this situation would change in the current circumstances. This lack of maintenance has resulted in the demise of the fabric of the building.

7.3 A change to residential use would ensure that adequate finances are available to carry out proper long term maintenance, and hence secure the future of the building. This would not only benefit the building in question, but also add to the quality of the adjacent Grade Listed farmhouse.

7.4 The dwellings have been designed on a traditional style which will both enhance and compliment the architecture of the immediate area. The limited alterations to the external envelope of the building have

been carefully planned to enhance and compliment the architecture of the setting.

7.5 Due regard has been given to ensure that the proposals will make a positive contribution to the quality of the surrounding site, and the natural screening and seclusion of the site will ensure that the development does not have an unacceptable effect to the amenity of this surrounding area.

7.6 Adequate car parking in accordance with the Council's standards will be provided for each dwelling, and adequate vehicle & pedestrian access to the public highway is available. It is not considered that the scheme will have a negative effect on the daily vehicle movements along Burnetts Lane.

7.7 The design and construction of the change of use to dwellings would meet the required levels for the conservation of fuel & energy, thus ensuring compliance with Policy DM2 of the proposed Local Plan and give a positive sustainable value to the proposed development.

7.8 Provision will be made at the entrance to the front courtyard for adequate bin storage for all three dwellings. Refuse collection vehicles currently access the track from Burnetts Lane up to the Farmhouse, so no issues with vehicle access for this purpose are envisaged.

7.9 A bat and nesting bird survey of the site was carried out by Lindasy Carrington Ecological Services Ltd on 12 March 2014, and a copy of their report is submitted as part of this application. Findings of the survey were that there was some evidence of short eared bats in the barn, and also some evidence of nesting birds. The report details recommendations for mitigating measures and a further Phase 2 bat survey to be carried out between May and September this year. It can be confirmed that the applicant has instructed Lindsay Carrington Ecological Services to proceed with the Phase 2 survey and further details will be forwarded to the Council when available.

7.10 The access road to the site from Burnetts Lane whilst not tarmacadam finish, is kept in a good level of maintenance, and it is considered that this road will perfectly adequate to serve new dwellings.

8.0 Conclusion

8.1 It is considered by the applicant that the proposals contained in this application meet the Council's development requirements relating both to the emerging Revised Draft Eastleigh Borough Local Plan (2011-2029), and those retained policies of the Eastleigh Borough Local Plan Review (2001-2011).

8.2 The barn and coach house have no meaningful use at present, and are unable to generate sufficient income to safeguard their continued maintenance. Without an appropriate change of use this situation is unlikely to change and the buildings will continue to deteriorate.

8.3 A change of use to residential is both appropriate and functional, and will safeguard the future of the building both for itself, but also in relation to the heritage asset on its doorstep.

8.4 Due regard has been given in the design of the proposed conversion to ensure that the character and quality of this heritage asset will not suffer any detrimental impact from the proposed development.

8.5 There will be no loss of use or employment of the site as a result of the conversion, and no loss of amenity to the surrounding area.

8.6 The development will make a positive contribution to the housing demand in the local area.

The Applicant respectfully requests that the Council approve this application to convert the barn/coach house at Moorgreen Farm to accommodation.

Appendix A

Ecological Assessment carried out by Lindsay Carrington Ecological Services Ltd.

(See separate attachment to application)